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PART III

ENVIRONMENTAL PROTECTION AGENCY

■

CONTROL OF AIR POLLUTION FROM NEW MOTOR VEHICLES AND ENGINES

Miscellaneous Amendments; Correction

Title 40—Protection of Environment

CHAPTER I—ENVIRONMENTAL PROTECTION AGENCY

PART 85—CONTROL OF AIR POLLUTION FROM NEW MOTOR VEHICLES AND NEW MOTOR VEHICLE ENGINES

Miscellaneous Amendments; Correction

In the amendments to the motor vehicle regulations and in the preamble to those amendments published on June 28, 1973 (38 FR 17130), miscellaneous technical and typographical errors and omissions were made. In addition, such errors have been discovered in the regulations published on August 7, 1973 (38 FR 21348), relating to light duty diesel-powered vehicles and light duty trucks, and throughout other sections of the regulations as well. To avoid confusion and to insure that the regulations will be executed as intended, the corrections are listed in this notice.

Part 85 of Chapter I, Title 40 of the Code of Federal Regulations as applicable beginning with the 1974 model year is amended as follows, effective on October 31, 1973.

(Secs. 202, 206, and 301(a) of the Clean Air Act, as amended (42 U.S.C. 1857f–1, 1857f–5, and 1857g(a)).)

Dated October 18, 1973.

ROBERT L. SANSOM,
Assistant Administrator for Air and Water Programs.

1. In § 85.074–12, paragraph (c) is corrected to read as follows:

§ 85.074–12 Vehicle preconditioning (fuel evaporative emissions).

* * * * *

(c) The test vehicle shall be placed on the dynamometer and operated over a simulated trip, according to the applicable requirements and procedures of §§ 85.074–14 through 85.074–19 except that the engine need not be cold when starting the run on the dynamometer and only a single trip of 7.5 miles shall be run. The test vehicle may be used to set dynamometer horsepower, if necessary. During this operation the ambient temperature shall be between 68° F and 86° F.

* * * * *

2. In § 85.074–19, paragraphs (d), (e), and (f) are redesignated as paragraphs (e), (f), and (g), and paragraph (d), which had been omitted, is inserted to read as follows:

§ 85.074–19 Engine starting and restarting.

* * * * *

(d) If the manufacturer's operating and owner's manual does not specify a warm engine starting procedure, the engine (automatic and manual choke engines) shall be started by depressing the acceleration pedal about halfway and cranking the engine until it starts.

* * * * *

3. In § 85.074–22, paragraph (f) is corrected to read as follows.

§ 85.074–22 Information to be recorded.

* * * * *

(f) Vehicle: Make—Vehicle identification number—Model year—Transmission type—Odometer reading—Engine displacement—Engine family—Idle r.p.m.—Fuel system (fuel injection, nominal fuel tank capacity, fuel tank location, number of carburetors, number of carburetor barrels)—Inertia loading—Actual curb weight recorded at 0 miles—Actual road load horsepower at 50 m.p.h. and drive wheel tire pressure.

* * * * *

4. In § 85.074–23, paragraphs (a) (3) and (6)(vii) is corrected to read as follows:

§ 85.074–23 Analytical system calibration and sample handling.

(a) * * *

(3) Set the CO analyzer gain to give the desired range. Select the desired attenuation scale of the HC analyzer, set the capillary flow rate by adjusting the back pressure regulator, and adjust the electronic gain control, if provided, to give the desired range. Select the desired scale of the NO_x analyzer and adjust the phototube high voltage supply or amplifier gain to give the desired range.

* * * * *

(6) * * *

(vii) Close valve V3. The NO concentration should be equal to or greater than the reading of (ii) indicating whether the NO contains any NO_2.

Calculate the efficiency of the NO_x converter by substituting the concentrations obtained during the test into Equation (A).

$$\%\text{Eff.} = \frac{(v)-(iv)}{(vi)-(iv)} \times 100 \text{ percent} \quad \text{(A)}$$

The efficiency of the converter should be greater than 90 percent. Adjusting the converter temperature may be needed to maximize the efficiency. Efficiency checks should be made on each analyzer range using an NO span gas concentration appropriate to the instrument range.

* * * * *

5. In § 85.074–26, in paragraph (c), the definition of "V_o" is corrected to read as follows, making reference to Appendix III.

§ 85.074–26 Calculations (exhaust emissions).

* * * * *

(c) Meaning of symbols:

V_o = Volume of gas pumped by the positive displacement pump, in cubic feet per revolution. This volume is dependent on the pressure differential across the positive displacement pump. See calibration techniques in Appendix III.

* * * * *

6. In § 85.074–30, paragraph (b)(1)(ii) is corrected to read as follows.

§ 85.074–30 Certification.

* * * * *

(b) * * *

(1) * * *

(ii) A test vehicle selected under § 85.074–5(b)(3) shall represent all vehicles in the same engine family of the same engine displacement-exhaust emission control system-transmission type-fuel system combination.

* * * * *

7. In § 85.075–11, paragraph (a)(1) is corrected to read as follows.

§ 85.075–11 Vehicle and engine preparation (fuel evaporative emissions).

(a)(1) Apply appropriate leak-proof fittings to all fuel system external vents to permit collection of effluent vapors from these vents during the course of the prescribed tests. Since the prescribed test requires the temporary plugging of the inlet pipe to the air cleaner, it will be necessary to install a probe for collecting the normal effluents from this source. Where antisurge/vent filler caps are employed on the fuel tank, plug off the normal vent if it does not conveniently lend itself to the collection of vapors which emanate from it, and introduce a separate vent, with appropriate fitting on the cap. Where the fuel tank vent line terminus is inaccessible, sever the line at a convenient point near the fuel tank and install the collection system in a closed circuit assembly with the severed ends. All fittings shall terminate in 5/16-inch ID tube sections for ready connection to the collection systems and shall be designed for minimum dead space.

* * * * *

8. In § 85.075–12, paragraph (c) is corrected to read as follows:

§ 85.075–12 Vehicle preconditioning (fuel evaporative emissions).

* * * * *

(c) The test vehicle shall be placed on the dynamometer and operated over a simulated trip, according to the applicable requirements and procedures of §§ 85.075–14 and 85.075–19 except that the engine need not be cold when starting the run on the dynamometer and only a single trip of 7.5 miles shall be run. The test vehicle may be used to set dynamometer horsepower, if necessary. During this operation the ambient temperature shall be between 68° F. and 86° F.

* * * * *

§ 85.075–19 [Corrected]

9. In § 85.075–19, the second paragraph designated (e) and the paragraph designated (f) are redesignated as (f) and (g) respectively.

10. In § 85.075–22, paragraph (f) is corrected. As amended, the section reads as follows:

§ 85.075–22 Information to be recorded.

* * * * *

(f) Vehicle: Make—Vehicle identification number—Model year—Transmission type—Odometer reading—Engine displacement—Engine family—Idle r.p.m.—Fuel system (fuel injection, nominal fuel tank capacity, fuel tank location, number of carburetors, number of carburetor barrels)—Inertia loading—Actual curb weight recorded at 0 miles—Actual road load horsepower at 50 m.p.h. and drive wheel tire pressure.

* * * * *

11. In § 85.075–23, paragraph (a)(2) and (6)(vii) are corrected. As corrected, the section reads as follows:

§ 85.075–23 Analytical system calibration and sample handling.

(a) * * *

(2) Zero the hydrocarbon analyzer with zero grade air and the carbon monoxide, carbon dioxide, and oxides of nitrogen analyzers with either zero grade air or zero grade nitrogen. The allowable zero gas impurity concentrations should not exceed 1 p.p.m. (0.04 mole percent) carbon dioxide, and 0.1 p.p.m nitric oxide.

* * * * *

(6) * * *

(vii) Close valve V3. The NO concentration should be equal to or greater than the reading of (ii) indicating whether the NO contains any NO_2

Calculate the efficiency of the NO_x converter by substituting the concentrations obtained during the test into Equation (A).

$$\% \text{ Eff.} = \frac{(v)-(iv)}{(vi)-(iv)} \times 100 \text{ percent} \quad (A)$$

The efficiency of the converter should be greater than 90 percent. Adjusting the converter temperature may be needed to maximize the efficiency. Efficiency checks should be made on each analyzer range using an NO span gas concentration appropriate to the instrument range.

* * * * *

12. In § 85.075–24, paragraph (b) (14), (15), and (16) are corrected to remove repetition. As corrected, the section reads as follows:

§ 85.075–24 Dynamometer test runs.

* * * * *

(b) * * *

(14) Immediately after the end of the sample period turn off the cooling fan and close the engine compartment cover.

(15) Turn off the positive displacement pump or disconnect the exhaust tube from the tailpipe of the vehicle.

(16) Repeat the steps in paragraph (b) (2) through (10) of this section for the hot start test except only on evacuated sample bag is required for sampling exhause gas and one for dilution air. The step in paragraph (b) (7) of this section shall begin between 9 and 11 minutes after the end of the sample period for the cold start test.

(17) At the end of the deceleration which is scheduled to occur at 505 seconds, simultaneously turn off the No. 1 revolution counter and position the sample solenoid valve to the "dump" position. (Engine shutdown is not part of the hot start test sample period.)

* * * * *

§ 85.075–26 [Corrected]

13. In § 85.075–26(c), the definition of V_0 is corrected to read as follows, making reference to Appendix III.

V_0 = Volume of gas pumped by the positive displacement pump, in cubic feet per revolution. This volume is dependent on the pressure differential across the positive displacement pump. See calibration techniques in Appendix III.

* * * * *

14. In § 85.075–28(c)(1)(i)(*a*), the reference to § 85.075–5(c)(3) is corrected to read as follows:

§ 85.075–28 Compliance with emission standards.

* * * * *

(c) * * *

(1) * * *

(i) * * *

(*a*) All valid emission data from the tests required under § 85.075–7(b), except the zero mile tests. This shall include the official test results, as determined in § 85.075–29, for all tests conducted on all durability vehicles of the combination selected under § 85.075–5(c) (including all vehicles elected to be operated by the manufacturer under § 85.075–5(c)(2)).

* * * * *

§ 85.075–38 [Corrected]

15. In § 85.075–38, the paragraphs designated (b) and (3) should be reversed.

16. In § 85.175–6, paragraph (a)(1)(i) is corrected to read as follows:

§ 85.175–6 Maintenance.

(a)(1) Scheduled maintenance on the engine, emission control system, and fuel system of durability vehicles shall be scheduled for performance during durability testing at the same mileage intervals that will be specified in the manufacturer's maintenance instructions furnished to the ultimate purchaser of the motor vehicle. Such maintenance shall be performed only under the following provisions:

(i) Scheduled major engine tuneups to manufacturer's specifications may be performed no more frequently than every 12,500 miles of scheduled driving, provided that no tuneup may be performed after 45,000 miles of scheduled driving. A scheduled major engine tuneup shall be conducted in a manner consistent with service instructions and specifications provided by the manufacturer for use by customer service personnel. A major engine tuneup shall be restricted to the following:

* * * * *

17. In § 85.175–19, paragraph (f) is corrected to read as follows:

§ 85.175–19 Information to be recorded.

* * * * *

(f) Vehicle: Make—Vehicle Identification number—Model year—Transmission type—Odometer reading—Engine displacement — Engine family — Idle r.p.m.—Inertia loading—Actual curb weight recorded at 0 miles—Actual road load HP. at 50 m.p.h. and drive wheel tire pressure.

* * * * *

18. In § 85.275–11, paragraph (a)(1) is corrected, to read as follows.

§ 85.275–11 Vehicle and engine preparation (fuel evaporative emissions).

(a)(1) Apply appropriate leak-proof fittings to all fuel system external vents to permit collection of effluent vapors from these vents during the course of the prescribed tests. Since the prescribed test requires the temporary plugging of the inlet pipe to the air cleaner, it will be necessary to install a probe for collecting the normal effluents from this source. Where antisurge/vent filler caps are employed on the fuel tank, plug off the normal vent if it does not conveniently itself to the collection of vapors which emanate from it, and introduce a separate vent, with appropriate fitting on the cap. Where the fuel tank vent line terminus is inaccessible, sever the line at a convenient point near the fuel tank and install the collection system in a closed circuit assembly with the severed ends. All fittings shall terminate in $\frac{5}{16}$-inch ID tube sections for ready connection to the collection systems and shall be designed for minimum dead space.

* * * * *

19. In § 85.275–12, paragraph (c) is corrected to read as follows.

§ 85.275–12 Vehicle preconditioning (fuel evaporative emissions).

* * * * *

(c) The test vehicle shall be placed on the dynamometer and operated over a simulated trip, according to the applicable requirements and procedures of § 85.275–14 through § 85.275–19 except that the engine need not be cold when starting the run on the dynamometer and only a single trip of 7.5 miles shall be run. The test vehicle may be used to set dynamometer horsepower, if necessary. During this operation the ambient temperature shall be between 68°F and 86°F.

* * * * *

§ 85.275–19 [Corrected]

20. In § 85.275–19, the second paragraph designated (e) and paragraph (f) should be redesignated as (f) and (g), respectively.

21. In § 85.275–22, paragraph (f) is corrected to read as follows.

§ 85.275–22 Information to be recorded.

* * * * *

(f) Vehicle: Make—Vehicle identification number—Model year—Transmission type—Odometer reading—Engine displacement—Engine family—Idle r.p.m.—Fuel system (fuel injection, nominal fuel

tank capacity, fuel tank location, number of carburetors, number of carburetor barrels)—Inertia loading—Actual curb weight recorded at 0 miles—Actual road load horsepower at 50 m.p.h. and drive wheel tire pressure.

* * * * *

22. In § 85.275–23, paragraph (a)(2) and 6(vii) is corrected to read as follows.

§ 85.275–23 Analytical system calibration and sample handling.

(a) * * *

(2) Zero the hydrocarbon analyzer with zero grade air and the carbon monoxide, carbon dioxide, and oxides of nitrogen analyzers with either zero grade air or zero grade nitrogen. The allowable zero gas impurity concentrations should not exceed 1 p.p.m. equivalent carbon response, 1 p.p.m. carbon monoxide, 400 p.p.m. (0.04 mole percent) carbon dioxide, and 0.1 p.p.m. nitric oxide.

* * * * *

(6) * * *

(vii) Close valve V3. The NO concentration should be equal to or greater than the reading of (ii) indicating whether the NO contains any NO_x.

Calculate the efficiency of the NO_x converter by substituting the concentrations obtained during the test into Equation (A)

$$\%\text{Eff.} = \frac{(v)-(iv)}{(vi)-(iv)} \times 100 \text{ percent} \quad \text{(A)}$$

The efficiency of the converter should be greater than 90 percent. Adjusting the converter temperature may be needed to maximize the efficiency. Efficiency checks should be made on each analyzer range using an NO span gas concentration appropriate to the instrument range.

* * * * *

23. In § 85.275–24, paragraph (b) (14), (15), and (16) is corrected to remove repetition and reads as follows.

§ 85.275–24 Dynamometer test runs.

* * * * *

(b) * * *

(14) Immediately after the end of the sample period turn off the cooling fan and close the engine compartment cover.

(15) Turn off the positive displacement pump or disconnect the exhaust tube from the tailpipe of the vehicle.

(16) Repeat the steps in subparagraphs (2) through (10) of this paragraph for the hot start test except only one evacuated sample bag is required for sampling exhaust gas and one for dilution air. The step in subparagraph (7) of this paragraph shall begin between 9 and 11 minutes after the end of the sample period for the cold start test.

(17) At the end of the deceleration which is scheduled to occur at 505 seconds, simultaneously turn off the No. 1 revolution counter and position the sample solenoid valve to the "dump" position. (Engine shutdown is not part of the hot start test sample period.)

* * * * *

§ 85.275–26 [Corrected]

24. In § 85.275–26(c), the definition of V_s is corrected to read as follows, making reference to Appendix III.

14. In § 85.275–28(c)(1)(i)(*a*), the reference to § 85.275–5(c)(3) is corrected as follows.

§ 85.275–28 Compliance with emission standards.

* * * * *

(c) * * *

(1) * * *

(i) * * *

(*a*) All valid emission data from the tests required under § 85.275–7(b), except the zero mile tests. This shall include the official test results, as determined in § 85.275–29, for all tests conducted on all durability vehicles of the combination selected under § 85.275–5(c) (including all vehicles elected to be operated by the manufacturer under § 85.275–5(c)(2)).

* * * * *

§ 85.275–38 [Corrected]

26. In § 85.275–38, the paragraphs are incorrectely ordered. As corrected, the paragraphs designated (3) and (b) should be reversed.

27. In § 85.774–9, paragraph (b) is corrected to read as follows.

§ 85.774–9 Test procedures.

* * * * *

(b) The test is designed to determine the brake-specific emissions of hydrocarbons, carbon monoxide, and oxides of nitrogen during a truck driving pattern in a metropolitan area as simulated on an engine dynamometer. The test consists of two warmup cycles and two hot cycles. The average concentrations for the warmup cycles and the hot cycles are combined to yield the reported values.

* * * * *

28. In § 85.874–7, the section number in the section heading is corrected to read § 85.874–7, paragraph (e), which had been deleted, is reinserted, and paragraph (i), which appears elsewhere, is deleted. As amended, the section reads as follows:

§ 85.874–7 Service accumulation and emission measurements.

* * * * *

(e) The results of each emission test shall be supplied to the Administrator immediately after the test. In addition, all test data shall be compiled and provided to the Administrator in accordance with § 85.874–4.

* * * * *

(i) [Deleted]

29. In § 85.874–30, paragraph (b)(1)(i) and (ii) is corrected to read as follows.

§ 85.874–30 Certification.

* * * * *

(b) * * *

(1) * * *

(i) A test engine selected under § 85.874–5(b)(2) shall represent all engines in the same engine family of the same engine displacement-exhaust emission control system combination.

(ii) [Reserved]

* * * * *

30. In § 85.902, paragraph (a)(23) is corrected to read as follows.

§ 85.902 Definitions.

(a) * * *

(23) "Scheduled maintenance" means any adjustment, repair, removal, disassembly, cleaning, or replacement of engine components or systems which is performed on a periodic basis to prevent part failure or vehicle (if the engine were installed in a vehicle) malfunction.

* * * * *

§ 85.974–16 [Corrected]

31. In § 85.974–16, paragraph (b)(6) should be redesignated as paragraph (c)(6).

* * * * *

32. In § 85.974–18, paragraph (c) is corrected to read as follows:

§ 85.974–18 Calculations.

* * * * *

(c) Multiply the corrected nitric oxide values by the following humidity correction factor:

$$\frac{1}{1+A(H-75)+(T-85)}$$

Where:

$A = 0.044\,(F/A) - 0.0038$

$B = -0.116\,(F/A) + 0.0053$

H = humidity of the inlet air in grains of water per pound of dry air.

T = Temperature of the air in °F.

F/A = Fuel-air ratio (dry air basis).

* * * * *

33. In § 85.974–28, paragraph (c)(1)(i)(*a*) and (*b*) is corrected to read as follows:

§ 85.974–28 Compliance with emission standards.

(c) * * *

(1) * * *

(i) * * *

(*a*) All emission data from the tests required under § 85.974–7(b) except the zero-hour tests. This shall include the official test results, as determined in § 85.974–29, for all tests conducted on all durability engines of the combination selected under § 85.874–5(c) (including all engines selected to be operated by the manufacturer under § 85.874–5(c)(2)).

(*b*) All emission data from the tests conducted before and after the maintenance provided in § 85.974–6(a)(1)(i).

* * * * *

34. In § 85.974–30, paragraph (b)(1)(i), (ii), and (iii) is corrected to read as follows:

§ 85.974–30 Certification.

* * * * *

(b) * * *

(1) * * *

(i) A test engine selected under § 85.-874-5(b)(2) shall represent all engines in the same engine family of the same engine displacement-exhaust emission control system combination.

(ii) [Reserved]

(iii) A test engine selected under § 85.-874-5(c)(1) shall represent all engines of the same engine-system combination.

* * * * *

35. In Appendix III, the chart is corrected to read as follows:

APPENDIX III

* * * * *

CALIBRATION DATA MEASUREMENTS

Parameter	Symbol	Units	Tolerance
Barometric pressure (corrected)	P_B	"Hg	±.01 "Hg.
Ambient temperature	T_A	°F	±.5° F.
Air Temperature into LFE	ETI	°F	±.1° F.
Pressure depression upstream of LFE	EPI	"H20	±.1"H20.
Pressure drop across the LFE matrix	EDP	"H20	±.005"H20.
Air temperature at CVS pump inlet	PTI	°F	±.5° F.
Pressure depression at CVS pump inlet	PPI	"Fluid	±.05"Fluid.
Specific gravity of manometer fluid	Sp. Gr.		
Pressure head at CVS pump outlet	PPO	"Fluid	±05"Fluid.
Air temperature at CVS pump outlet (optional)	PTO	°F	±.5° F.
Pump revolutions during test period	N	Revs	None.
Elapsed time for test period	t	Seconds	±.05 Seconds.

Note.—The fluid level in the manometer tube should stabilize before the reading is made and the elapsed time for revolution counting should be greater than 120 seconds.

* * * * * *

[FR Doc.73-22970 Filed 10-30-73;8:45 am]

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